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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-fifth session, 23-25 October 2001,
agenda item 7 (a))

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL REQUIREMENTS
FOR INLAND NAVIGATION VESSELS
(annex to resolution No. 17, revised)**

Corrigendum 1

Note by the secretariat

Document TRANS/SC.3/2000/1 containing the text of amended chapters 2-6 of the annex to resolution No. 17, revised, provisionally approved by the Working Party on Inland Water Transport at its forty-fourth session (TRANS/SC.3/153, paragraph 17) should be rectified as indicated below.

1. Amend the definition of the term “safety distance” in paragraph 3-4.1.1 to read:

“Safety distance

The safety distance is the vertical distance measured between the maximum draught level and the lowest point above which, disregarding water intakes and outlets, the vessel can not be deemed watertight.”

2. Amend paragraphs 1.2.2 and 1.2.3 of the appendix to chapter 4 “Criteria for checking the stability of vessels” to read:

“1.2.2 Weather criteria, as determined in accordance with the requirements of **section 2** below;

1.2.3 The requirements for stability, as determined in accordance with the requirements of **section 3** below with respect to the type and purpose of the vessel.”

3. Amend paragraph 1.5 of the appendix to chapter 4 “Criteria for checking the stability of vessels” to read:

“1.5 The permissible heeling moment for all required loading conditions shall be determined by means of a static or a dynamic stability curve in accordance with the values of permissible angle of heel given for the various stability criteria in **sections 2** and **3** below.”

4. Amend paragraph 3.1.3 of the appendix to chapter 4 “Criteria for checking the stability of vessels” to read:

“3.1.3 The heeling moment of the vessel resulting from the static effect of wind shall be determined by

$$M_{wst} = 0.001 \cdot P_{wst} \cdot A_w \cdot \left(z + \frac{d}{2}\right) \text{ (kNm)}$$

the formula:

or, alternatively

$$M_{wst} = 0.1 \cdot A_w \cdot \left(z + \frac{d}{2}\right) \text{ (kNm)}$$

where:

P_{wst} = specific pressure exerted by the static effect of wind, amounting to 50% of the pressure value shown in the first table at paragraph 2.3 (Pa);

A_w, z = as in paragraph 2.3.”

5. Amend paragraphs 4.1.1 and 4.1.2 of the appendix to chapter 4 “Criteria for checking the stability of vessels” to read:

“4.1.1 The stability of vessels intended for navigation in zone 1 should satisfy the requirements of sections 1, 2 and 3 for vessels of zone 2, and also the supplementary requirements of this **section**. Furthermore the conditions for satisfactory stability laid down in paragraphs 1.2.1 and 1.2.2 should also be met for the simultaneous rolling of the vessel.

4.1.2 Compliance with the applicable requirements of the IMO Recommendations for sea-going vessels may be considered as equivalent to compliance with these **Recommendations**.”

6. Renumber paragraph 6-2.15.6 of chapter 6 as paragraph 6-2.15.5.
